

# The Hongkong Telegraph.

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NEW SERIES No. 5905

第七十九年四十三緒光

WEDNESDAY, OCTOBER 21, 1908.

三拜禮

號一十月十英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUNDS.....  
Sterling.....  
Silver.....  
REERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:  
E. Shollin, Esq., Chairman.  
Hon. Mr. W. J. Gresson, Esq., Deputy Chairman.  
E. G. Barrett, Esq., R. Shewan, Esq.,  
G. F. Frieland, Esq., Hon. Mr. H. A. W.  
C. S. Gubbay, Esq., Slade,  
W. Helms, Esq., H. E. Tomkins, Esq.,  
C. R. Lumsden, Esq.,

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 1 month, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 15th October, 1908. [14]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 15th January, 1907. [18]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,250,000  
ABOUT MEX \$7,123,222

RESERVE FUND.....GOLD \$3,250,000  
ABOUT MEX \$7,123,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:  
For 12 months 4 per cent. per annum.  
6 " 3 " " "  
3 " 2 " " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [15]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Cherbon, Tagal, Pecaloran, Passoran, Tjilatjap, Padang, Medan (Dell), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 2 1/2 per cent. on daily balances.

Fixed Deposits 12 months 4 1/2 per cent. do. 6 do. 4 do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 16th July, 1908. [126]

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [15]

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000

RESERVE FUNDS....." 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, CHEFOO, TIENTSIN, PEKIN, NEWOHANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits:  
For 12 months.....5 1/2 per cent.  
" 6 ".....5 " "  
" 3 ".....4 1/2 " "

TAKAO TAKAMIOHI,  
Manager.

Hongkong, 15th September, 1908. [13]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000

RESERVE FUND....." 1,525,000

RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " "

" 3 " 2 " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 15th May, 1908. [19]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tseis 7,500, 00

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warnecke & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be arranged on application. Every description of Banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [139]

### THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [163]

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [15]

## Halls.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DELHI ..... Capt. J. D. Andrews, R.N.R. }	About 30th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	{ ASSAYE ..... Capt. C. L. Daniel ..... }	31st Oct. Noon.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ SUMATRA ..... Capt. E. W. Bruce ..... }	4th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ SOMALI ..... Capt. A. G. Cubitt, R.N.R. }	31st Nov.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 19th October, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

AGENTS FOR

AQUASCUTUM  
RAINCOATS.

THE ACME OF

SMARTNESS, COMFORT

& DURABILITY.

\$45.00 each.

OTHER MAKES

From \$25.00 each.

LANE, CRAWFORD & CO. [38]

## V. O. S.

EXTRA SPECIAL FINEST

LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone

No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 22nd September, 1908. [140]

### THE ELECTRIC TRACTION COMPANY OF HONGKONG LIMITED.

#### NOTICE.

On and after the 1st November, 1908, and until further notice, the schedule of fares will be as follows:—

KENNEDY TOWN to CAUSEWAY BAY	10 cents first class.
(any distance)	5 " third "
CAUSEWAY BAY to SHAUKIWAN	10 " first "
(any distance)	5 " third "

Monthly tickets available for any number of journeys on any section of the line, for one Calendar month, may be obtained on application to the undersigned.

The charge for these tickets is \$10 each.

Monthly tickets are issued subject to the Bye-laws and Regulations of the Company, and to the following conditions:—

Payment to be made in advance in Hongkong Bank notes.

The tickets are not transferable and are available only during the month in which they are issued.

No refund can be made in respect of unexpired tickets.

SHEWAN TOMES & Co.,

J. GRAY SCOTT,

Agents,

General Manager.

Hongkong, 16th October, 1908. [141]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. .... \$5.00

Do. do. do. do. Monday do. .... \$6.00

#### CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### EXCURSION TO MACAO

On SUNDAY, 25th October.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [16]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 31st June, 1907.

A. F. DAVIES,

Manager. [13]

### GRAND CARLTON HOTEL

AND

ANNEXE,

8 & 10, Ice House Road.

Cable Address: "GRAND."—Telephone No. 812.

The Most Luxurious, Quiet and Comfortable private Hotel.

Secluded from the endless noise of Jinrickshaws.

Excellent Accommodation for Single and Family Visitors.

Excellent Cuisine.

Centrally Situated.

Matron in Attendance.

For Further Particulars, apply

MANAGER.

Hongkong, 9th October, 1908. [190]

### ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date. Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

N. BLUMENTHAL,

Proprietor.

Manager.

Telephone, 170.

Telegrams "Astor."

[128]



## Mails.

## NORDDEUTSCHER LLOYD,

BREMER.

## IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" ..... Capt. F. Prosch	About WEDNESDAY, 21st October.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	"ZITEN" ..... Capt. F. Prosch	THURSDAY, 9 A.M., 22nd October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	THURSDAY, 5 P.M., 5th November.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 19th October, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	26th Oct., P.M.
MARSEILLES, VIA PORTS	CALEDONIE	Martin	27th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guy, de	9th Nov., P.M.
MARSEILLES, VIA PORTS	POLYNESIE	Broc	10th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th October, 1908.

## CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG in 30 DAYS.

NAPLES 20

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND ..... via VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPE ..... via VANCOUVER.

YOKOHAMA—VANCOUVER ..... 15 Days.

LONDON and PARIS ..... 20

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, via MAGELLAN STRAITS.

## Proposed Sailings:

1 CORSE ..... 26th Nov. 1 AMIRAL MAGON ..... 11th Jan., 1909.

1 New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

\* Intermediate class and rates of passage.

All round the world ticket by these boats, &amp;c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 21st October, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUHOW LINE.

THE Steamers "LINTAS" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP in 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANY.

Hongkong, 19th October, 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for towing sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scutts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Shipping—Steamers.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMARI	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJILIWONG	JAPAN	First half Nov.	JAVA	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 14th October, 1908.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETT &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

## Hotel.

## HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETT &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908.

## SHANGHAI BOARDING HOUSE

ABLAZE.

CONSIDERABLE DAMAGE.

Early this morning, reports the Shanghai Mercury of 15th inst., one of the most serious fires which has occurred for a considerable time in a foreign dwelling-house in the Settlement took place. The scene of the outbreak was the west end of Range Road where, at No. 131, one of the largest buildings in the thoroughfare is situated. It is four stories in height, and is occupied as a boarding house by a Belgian lady, Mrs. van Herpes. Shortly after a quarter past four o'clock this morning a telephone message was received in the Central Police Station giving the information that the house was on fire, and at once the bell rang out the alarm, which being taken up by the Hongkong lower soon had the brigade upon the scene. A few minutes before the telephone message had been received the occupants of the house had been aroused by the fire which had broken out on the third floor, and making use of the telephone which was installed there had at once given the alarm. The house is semi-detached, and next to it is a Chinese girls' school. Though no time had been lost in communicating with the police, the fire had already too strong a hold to be easily quenched, and before the firemen had time to reach the vicinity the interior was well ablaze. The occupants had lost no time in escaping, and it was well they did so with all rapidity, for the flames soon cut off any retreat by the staircase, and burning through the roof cast a lurid glare in the sky. Naturally there was the utmost excitement among the girls next door, and as soon as danger showed itself they left the house. No attempt could be made to save any of the furniture, and though the whole brigade was out and hard at work it was a task of the utmost difficulty in coping with the conflagration. The flames continually threatened to burn through to the adjacent house, and to obviate any danger of its catching fire through this means the partition was in places cut away, affording the firemen additional opportunities of attacking the flames. For a long time, however, their efforts made no appreciable effect on the fire and though they had got to work a few minutes before the alarm it was half-past seven o'clock before their work was accomplished. By this time the interior of the house was no better than a smouldering mass of ruins and debris, practically everything inflammable having been destroyed. To the Chinese school no little damage was caused by water, and in all, the loss caused by the fire will be found to be considerable when fully calculated. Mrs. van Herpes' house was insured for Tls. 3,000. So far as the origin of the outbreak has been found.

## CHOLERA IN MANILA.

PROPOSED INVESTIGATION BY MERCHANTS' ASSOCIATION.

The meeting of the Merchants' Association last evening, reports the Manila Times of 14th inst., was a gathering of the cool-headed business men of this city for the purposes of discussing, and taking some action upon the cholera situation in these islands, to probe to the bottom the cause for its continuance and to set the blame, if there be any, upon the individual or individuals responsible for the prevalence of the disease here.

The meeting was presided over by Daniel Barnshaw and the minutes of the meeting were taken by Arthur Cohn, secretary of the Association. Mr. O'Connell read a set of resolutions which, after considerable discussion, were passed in an amended form as follows:—

"Whereas:—The reception prepared for the American Battleship Fleet was not permitted to take place, and the men and officers denied shore liberty on account of the prevalence of cholera in and about our city;

"And Whereas, Manila has been heralded to the world as a pest-ridden city,

"And Whereas, this association, at no little expense and labour, has been attracting the attention of the outside world to the tremendous but latent energies of the Philippine Islands,

"And Whereas, the reputation and good name of the City of Manila has received a blow which is causing untold damage to the commercial and industrial interests of these islands in general, and rendering worse than valueless all the work done in the name of promotion,

"And Whereas, this association, upon the appearance of cholera in these islands did immediately request and implore that our Government take proper, active and immediate steps to restrain and stamp out the disease at its point of inception and to safeguard the city of Manila at all cost and hazard, especially at this time,

"And Whereas, this association has every reason to believe that its prayers were unheeded, that proper precautions were not taken; that the disease, by reason of ignorance, carelessness or neglect, was uncared for and unchecked,

"Therefore be it hereby resolved, that this association decries the methods that have been used in the past and hereby expresses its unanimous approval of a thorough and public investigation by a committee of from five to eight of its members, appointed by the President, to ascertain where the culpability lies and the preparation of proper charges against all guilty officials.

"Be it hereby further resolved that no expense be spared to make this investigation thorough and that all the fund of this association, both the general and publicity, be made available for this purpose;

"Be it hereby further resolved, that the Government be requested to inaugurate a system of stringent sanitary inspection and compulsory renovation so as to aid in minimising the danger of infection and to prevent the spread of disease into the far corners of these islands."

It was originally provided in the resolutions that recommendation be made for a rigid quarantine of Manila. This clause it was decided to eliminate inasmuch as it would mean complete stagnation in business, would

result in the discontinuance of steamboat and railroad traffic to Manila and would not accomplish the desired effect of keeping cholera out.

The clause which condemned the inaction of the government officials and declared them to have been ignorant, careless or negligent, was discussed at some length and opposed by the more conservative members of the Association. It was shown by Dr. Otloff that the cholera germ can breed only in filth, that if the city is clean cholera might walk through the city without doing any damage, but that until Manila should become thoroughly clean cholera would visit and ravish this city each year. "If this country had been given a thorough cleansing," said Dr. Otloff, "in 1902 and 1903 and in February of this year, there would have been no necessity for postponing the Carnival, and Admiral Perry would not have had to restrict his officers and sailors to their ships."

Irving Hart, of the Methodist Publishing House, and several others gave examples of the filth to be found in outlying districts of the city, in the markets in the congested sections, and in and adjoining the streets, and the lack of proper quarantine of the families stricken with the disease. It was pointed out that on several occasions these conditions were made known to the authorities but no apparent action had been taken.

Upon final vote it was decided to pass the resolutions in their entirety and to appoint the committee to make investigations and report to the Association the results of its findings.

## Intimations.

## LOST.

## SIX REWARD.

1 GOLD TIE PIN SET with 3 PEARLS.

W. S. BROWN,

H. K. &amp; K. Wharf &amp; Godown Co., Ltd.

Hongkong, 20th October, 1908.

## HONGKONG GYMKHANA CLUB

## AND

## HONGKONG VOLUNTEER TROOP.

A GYMKHANA will be held on the POLO GROUND on SUNDAY, 24th October, 1908, when the above Club and the Hongkong Volunteer Troop will be at home to their friends.

The Ladies of Hongkong are cordially invited.

REGINALD F. C. MASTER,

Hon. Sec. and Treasurer.

Hongkong, 19th October, 1908.

## FAIRBANKS-BLEWING COMPANY,

## MILWAUKEE

## FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN &amp; Co.

Agents for

HONGKONG &amp; SOUTH CHINA.

Hongkong, 19th July, 1908.

## O. C. MOOSA,

1 &amp; 3, D'AGUIAR STREET.

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed.

HATS, RIBBONS, FLOWERS,

FEATHERS, &amp;c., &amp;c.

LACE SCARFS, MOTOR VELS.

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES.

IN

WHITE, BLACK &amp; COLORS.

WOOLEN DFLAINES, NUNSVEL.

INGS, VOILES, &amp;c., &amp;c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Count

Port orders carefully executed.

Hongkong, 30th September, 1908.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTABLE) FORM.

A SHOKEN-DOWN SYSTEM.

This is a condition (or disease) which doctors

give many names, but which few of them really

understand. It is a condition which is caused

as it were, of the vital forces that sustain the

system. No matter what may be its cause (for they

are almost numberless), its symptoms are such that

the more prominent being sleeplessness, sense of

prostration or weakness, depression of spirits and

want of energy for all the ordinary affairs of life.

Now, what alone is absolutely essential in all such cases is a remedy which will restore

VITAL STRENGTH &amp; ENERGY to throw off these morbid feelings, and experience

prove that as night succeeds the day this may be

more easily secured by a course of THERAPION.

THE NEW FRENCH REMEDY

THERAPION No. 3

is a new scientific preparation, the only one of its

kind, and is a new scientific preparation, the only one of its

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## Intimations.

Hongkong, 30th October, 1908

Hongkong, 19th October, 1907

**SHEWAN TOMES & Co.,**  
General Managers,  
Hongkong, 15th August, 1903.

Stamp (a white letter on a red ground) is over-  
paid by order of His Majesty's Hon. Comptroller  
and without which it is a forgery.

**Sole by all Chemists.**

The copying of Portraits with d  
maintenence a speciality.  
Hongkong, 1st September, 1904.

DAVID SASSOON & Co., Ltd.  
Agents.  
Hongkong, 19th October, 1908.



## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER  
MANUFACTURERS.

THIS SEASON'S SPECIALITIES:—

Lime Fruit  
Champagne,  
Dry Ginger Ale,  
Lemon Squash,  
Champagne Cider,  
Orange Champagne.WATSON'S  
FRUIT SYRUPSMixed with Aerated or plain  
water makeDELICIOUS COOLING  
DRINKS.Guaranteed to be made from the  
PURE JUICE OF SOUND-RIPE

FRUIT.

A. S. WATSON & CO.,  
LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908. [33]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 21, 1908.

## A FORMOSAN LOAN.

Owing to the steady progress of business in Formosa, the demand for money is increasing month after month. This is the tenor of a note published in the *Nichi-Nichi Shimpu* of Taiwan of which our correspondent has favoured us with a translation. According to our representative at the Formosan capital the Bank of Taiwan, whose capital is now fully paid up, is still short of sufficient amount to meet the demand, and therefore it has already proposed to increase the capital of the Bank, which would be carried out actually in the near future. However, the present money market in Japan is not opportune for the Bank to increase its capital for the time being. Under the circumstances, the Bank thought it more advisable to negotiate a foreign loan at low interest, and with this view, Mr. Vagiu, president of the Bank, who is now on a tour to Europe, is reported to have been successful in raising a loan of Yen 2,000,000 from Parr's Bank in London. Mr. Shimozaki, vice-president, in an interview with the representative of our Japanese contemporary, explains that the only reason for raising this loan, is to meet the increasing demand for money in the island, and nothing else, as it should be well understood by the public. Parr's Bank, he adds, is one of the leading banks in London, and their capital, together with reserves, amount to over 200 million yen. The terms of the loan are as customary and no special stipulation is provided; the rate of interest will fluctuate according to the money market in London, and as to other particulars it has not yet been decided. By this import of Yen 2,000,000 it is hoped that the business in the island will be greatly stimulated.

We note that Mr. Farmer, the well-known proprietor of the Victoria Hotel, Shamien, and the Macao Hotel at Macao, has come north in the *Chongking*. He has obtained the contract for catering for the troops who are leaving, and coming to Tientsin by the above steamer. Mr. Farmer has had a long and large experience in catering in different parts of the world, and may be trusted to do things well. He is a well-known caterer in Hongkong and gets most of the big catering jobs in that port. — *Cham Chiu*

## LOCAL AND GENERAL.

THIRTEEN Australian horses were sold at the Horse Bazaar auction at Shanghai on 9th inst. at prices averaging Tls. 410. The bidding was fairly consistent and the prices should be considered satisfactory.

THE absence of a lighthouse, on the Agincourt Island which lies thirty-six miles off Keelung has been considered by seamen very inconvenient; and the Formosan Government has now built a temporary lighthouse there, which has been lighted since the 22nd ultimo.

THE Waiwupa has asked H.E. Li Sheng-tu, Chinese Minister at Brussels, to obtain, if possible, for that Department "a copy of Government Regulations for the control of religious bodies." It is proposed to make such regulations, when obtained, the base of similar rules in China.

THE export of matting from Kobe continues active. During the first ten days of this month, the value of matting shipped reached some Y417,000, the destination of the shipment being the United States. The explanation, of course, is the new freight rates that will shortly come into operation.

TWO chair coolies who were arrested at an early hour this morning, in Square Street, removing the dead body of a female child for burial, or to be dumped in the street, were, on prosecution, fined \$100 each by Mr. J. H. Kemp in the Police Court, to-day. The fines were not paid and the delinquents went to gaol for two months.

ON the 15th ult., the big liner *Mongolia*, Captain Morton, of the Pacific Mail Company, left San Francisco for Honolulu and Far Eastern ports. She carried 250 saloon passengers and about half that number Asiatics in the steerage quarters. In the *Mongolia* cargo of 5,000 tons was a large consignment of silver bullion, valued at nearly \$500,000 (gold).

IT is reported from Peking that the Ministry of War has telegraphed to the Chinese Minister in Paris asking him to contract with French shipbuilders on behalf of the Chinese Government for the construction of fourteen gunboats. It is further reported that these vessels are to be drafted into the Peiyang and Nanyang Squadrons, and that the necessary expenses are to be defrayed by the various provincial governments.

IN view of the numerous protests coming from all parts of the country, complaining of the heavy taxation on domestic products that is now overburdening merchants and producers, the Comptroller-General of Customs have been lately holding several conferences in Peking to devise methods of reducing this taxation. Such a step would doubtless revive trade and ensure content amongst the farmers and traders throughout the Empire.

THE troops left by the Powers in North China after the Boxer *ouster* are now distributed at eight places and their respective numbers are said to be as follows:—British 1,953; American 1,731; Russian 1,147; German 750; French 1,400; Italian 230; Austria 228 and Japan 1,000. Japan now proposes to withdraw one half of her infantry and all her cavalry. The *Manchukuo Denpo*, from which we take these details, says that the monetary saving effected in Japan's case will amount to 1,300,000 yen annually.

THE first Russo-Japanese conference on the subject of the connection of railway and steamship services in and from Manchuria will be held in St. Petersburg in November, that is to say, after the annual Russo-German-Dutch and Russo-Austrian conferences. Japanese delegates in the said conference will be Vice-President Yamashiro of the Railway Board, Mr. Tanaka, director of the South Manchuria Railway, and a representative of the Osaka Merchants Co. The conference is to be held annually in Tairen, Tokio or St. Petersburg.

THE *Japan Chronicle* has received two commemorative postcards issued by the Department of Communications in honour of the forthcoming visit of the American Fleet, which was due to arrive at Yokohama on the 17th inst. The cards, which are tastefully designed and coloured, are emblematic. One contains a portrait of Admiral Sperry set in an embossed silver shield, mounted on a golden anchor on which a golden eagle is perched. The centre-piece represents in a well-formed by the American and Japanese flags flanked by appropriate floral emblems. Over the eagle's head appear two Japanese characters meaning "Welcome." The second card contains a photograph of the flagship of the Fleet, yet in an embossed anchor, upon which a spray of roses is fastened by a golden cord, whose convolutions form the words "America Fleet." The whole is crowned with the word "Welcome" in English and Japanese. The Department of Communications requests that the public refrain from sending these cards through the post before the arrival of the Fleet.

## LUKONG CONVICTED.

FOUND GUILTY OF STEALING VEGETABLES.

THE re-trial of the two men—a coal coolie and a *lukong*—who were at the first hearing, sentenced, respectively, to one month and three months' hard labour, for the larceny of a quantity of vegetables (five cents' worth) from a hawker at Wanchar, the other day—a record of which appeared in a recent issue of this paper, was concluded in the Police Court this morning. Mr. J. R. Wood (second police magistrate) discharged the coolie, and reduced the *lukong's* sentence to six weeks' imprisonment. Mr. J. H. Gardiner, who appeared for the defence, has given notice of appeal.

## Floods in Kwangtung.

## FURTHER CASUALTY LIST.

## EXTENSIVE DAMAGE.

[From Our Own Correspondent.]

Canton, 20th October.  
In continuation of my report on the floods in the Hoi Ping district alone a further report giving in detail the names of the villages that have been inundated, the number of houses that have been swept away, collapsed or otherwise destroyed, together with the number of sufferers is now to hand. The list is as follows:—

Names of villages.	No. of houses collapsed.	No. of sufferers.
Tung Ning Li .....	67	293
Nor Long .....	14	35
Yau Kuk Shui .....	9	30
Pak Tsui .....	17	75
Ha Lin Tong .....	18	39
Sun Ling Tsun .....	13	54
Kong Kuo .....	18	88
Ha Wai Tsun .....	48	290
Sheng Wan Tsun .....	13	70
Ling Yau Li .....	45	208
Ti Lo Tsun .....	57	175
Tung Kiu Tsun .....	9	28
Lung Kong Li .....	36	108
Tung Yau Li .....	15	45
Hui Ngok Tsun .....	32	115
Hung Sun Tsun .....	30	104
Yang Tai Kong .....	23	97
Tin Sun Tsun .....	148	546

In the suburb of Hoi Ping many other villages suffered more or less. Some 2,000 houses have been damaged and it is reported that some 6,000 people are in distress.

It is surmised that the foregoing figures even taken in conjunction with those supplied yesterday do not exhaust the complete list of casualties.

The whole of Tung On district was also inundated and the extent of destruction sustained there is said to be comparatively smaller than that in the Hoi Ping district. Tung On is far from Canton, so that no report was received of the flood until yesterday afternoon when the Viceroy was placed in possession of a report from the officials of that district to the effect that, on the 12th instant, the water rose over twenty feet covering an area of some seventy li. The houses destroyed there are no less than 3,000 and there are now numerous sufferers awaiting relief. The Viceroy and the Central Relief Committee were earnestly asked to immediately send provisions and other necessary articles to the scene of disaster to assist the unfortunate.

H.E. Viceroy Chang yesterday forwarded a telegraphic report to Peking on the conditions of the present flood, in which H.E. mentioned that the districts which have been seriously affected are Ko Yiu, Tak Hing, Ko Ming, Kze Wui, Hok Shan, Hoi Kin, Yeung Kung, Yun Ping, Sun Hoi, Lo Ting, Sai Ning, Tung On, Hoi Ping, Sunning, Sunui and Samshui, etc. To the report H.E. Chang memorialized the Imperial Government to grant funds for immediate relief to the thousands of sufferers in the aforesaid districts.

During the last few days the Central Relief Committee and the different charitable institutions have been very busily engaged in preparing expeditions to be despatched to the flooded districts one after another to help the poor peasantry.

## MARINE COURT.

## CONSTRUCTING VESSELS.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, Police-Sergeant George Jackson charged Wong Ki, master of a licensed lighter, with unlawfully lying alongside the steamer *Wharf* at Observation Place on the 19th inst. in such a manner as to prevent the access of other vessels.

On the 19th inst., at 3.45 p.m., defendant made fast his lighter to the west side of the wharf at Observation Place, thus blocking the side of the wharf. Prosecutor asked defendant what he was doing there and the latter answered that he was waiting for someone ashore. He was not working any cargo at the time.

Defendant was fined \$5.

## LYING ALONGSIDE.

In the same Court, six cargo-boat owners were charged by the same officer with unlawfully lying alongside the *Carl Dietherichsen* in such a manner as to cause an obstruction to the Central Fairway yesterday. It was stated by prosecutor that at 4 p.m. yesterday he saw ten cargo-boats one outside the other on the portside of the *Carl Dietherichsen*. Of these, three belonging to the defendants were the outside ones. They were all full of cargo.

It was pleaded by the defendants that they were loading cargo.

A fine of \$5 was imposed in each case.

## NO LICENSE.

Wong Ho, master of an unlicensed boat, had to answer a charge, preferred by P. C. Bond, of using his boat as a passenger boat without a license this morning.

P. C. Bond stated that he saw defendant's sloop off the Harbour Office this morning with cargo and passengers on board. She had no number and defendant failed to produce a license.

Defendant's excuse was that he had only bought the boat two days ago and had no time to obtain a license. He was fined \$5.

## CARRYING CARGO.

Pong Tai, master of a passenger boat, was charged by P. S. Jackson with carrying cargo in his passenger boat other than passenger baggage on Tuesday.

Yesterday, at about 4 p.m., defendant had on board his boat eleven bags of rice. He had no passengers.

Pong was fined \$5.

## COMPRADOR VICTIMIZED.

## VERDICT OF THE JURY.

The Jurymen having inspected and satisfied themselves as to the formation of the building in which the business of Messrs. Skott and Company is located, the trial of Im Pan Nam for the larceny of a cash-box, containing \$3,300 in money, a leather pocket book, a cheque for \$200 and various other things belonging to the compradors of Skott and Company, 10, Des Voeux Road Central, was continued in the Criminal Sessions this morning, the Puisne Judge (Mr. H. H. J. Gompertz) presiding.

Counsel for the defence (Mr. H. G. Callthrop) opened the proceedings by cross-examining Detective Sergeant Appleton, the officer who was responsible for bringing the defendant to justice.

Mr. Callthrop—What time were you called for on September 18th?—About 8 p.m.

Did you go up immediately?—Yes.

Did you examine the footmarks carefully?—I did.

Did you compare them afterwards with the prisoner's?—No. It was too late; the marks were covered with dust.

Did you cover them up?—Yes.

When you found the prisoner on board the French steamer what did you do?—Examined him.

Did you charge him?—No.

So you proceeded to examine him without charging him?—Yes. It is the usual way on board ship when officers are searching for arms.

Did you have a warrant?—No.

When he was taken to the station did you charge him?—No, not till next morning. The same night I told him I suspected him of theft.

The Attorney-General—With regard to the question of searching passengers on board ships without a warrant, is that frequently done?—Yes.

Is that a police Order?—No, an Ordinance.

That is for persons suspected of being in possession of arms and ammunition?—Yes.

And by virtue of that Order you frequently do so?—Yes.

The next witness for the prosecution was a school-master with whom the defendant lived for three years. In his evidence, he spoke to him being a stamp-collector. Cross-examined, he said that on the night before the robbery he and another man accompanied the defendant on board a Canton steamer and he left for Canton.

The Attorney-General began to re-examine on that point, which was important.

Mr. Callthrop objected strongly. He said that the witness was called by the Crown and they should know what he was going to say.

The Attorney-General contended that he was entitled to re-examine on the point his learned friend had extracted from the witness.

Mr. Callthrop stated that that could not be done unless the Crown treated the witness as hostile.

After further discussion, the Court allowed the question to be put to the witness, at the same time noting Mr. Callthrop's objection.

The Court also offered to consider the point.

The Attorney-General (to witness)—You said that you accompanied the defendant on board a Canton steamer?—Yes.

Did you see him leave?—No.

That was the case for the Crown. With regard to the point as to whether the last witness should be treated as hostile, the Court thought that that should be done, but the Attorney-General refused to treat the witness as such, adding that if his Lordship had come to that conclusion he could eliminate the witness's evidence.

Mr. Callthrop remarked that the jury had heard his story now, and suggested that when his Lordship summed up he should bring that point to their attention.

Mr. Callthrop, in stating the case for the defence, said that it was extremely probable that on the night of the 18th the safe was not locked; that nobody was left in charge of the comprador's department at night; that large sums of money and jewellery were stored there, that this state of things was known to people, and that on that night some evilly-disposed person entered the room and finding the safe open cleared it out and went off.

Witnesses were then called, the object being to prove an alibi, after which Counsel addressed the jury.

A verdict of "guilty" was returned by the jury and sentence of five years' hard labour was passed.

## COTTON YARN TRADE.

## THE OUTLOOK IN JAPAN.

Regarding the outlook for the export of cotton yarn, the *Japan Chronicle* says a vernacular contemporary observes that the measures taken by the Cotton Spinners' Association for encouraging the export of yarn have proved fruitless, as was bound to be the case. It is pointed out that the depression in the export to China is due as much to the marked development of the spinning industry in that country of late as to the low price of silver. The yarn spun by hand has now been almost entirely ousted from the Chinese market, and more than one half of the demand is supplied with yarn spun by machinery. The market for Japanese yarn is being rapidly encroached upon by yarn produced in China and India and the prospects for the export of Japanese yarn are considered very discouraging. It may be decided to discontinue the issue of lottery tickets entitling their bearers to a certain quantity of yarn, as a matter of expediency. The spinning companies are beginning to direct their efforts to the production of yarn for the home market rather than for export.

The total output of yarn in Japan for last month amounted to 70,390 bales, showing an increase of 977 bales on the figures for the preceding month, but a decrease of 6,544 bales as compared with September last year.

## CANTON DAY BY DAY.

## MACAO BOUNDARY DELIMITATION.

[From Our Own Correspondent.]

Canton, 20th October.

It has already been reported that H.E. Wen Tsung Yau, the newly-appointed Imperial Assistant Minister at Lhasa, was about to start for his destination to take up his new appointment. However, yesterday, telegraphic instructions were unexpectedly received here from the Ministry of Foreign Affairs recalling H.E. Wen and directing him to complete negotiations on the delimitation of the boundaries between the Portuguese Colony of Macao and Chinese territory before proceeding to his new post. When H.E. Wen will start for Tibet it is at present unknown.

## JUNIOR LIEUT. TARTAR GENERAL.

The Canton Junior Lieutenant Tartar General Chong has forwarded an application to the Imperial Government for three months' leave to enable him to be rid of his opium-smoking habit.

## FORGIVER FINED.

Day before yesterday three foreigners, riding on horseback passed by Sha Kee, and one of them accidentally knocked down a woman who was passing by, the latter being slightly injured in the leg. The foreigner was then placed under arrest and taken to a police station where he was made to pay \$20 to the woman as compensation.

## DEPORTEES FOR HONGKONG.

## QUESTION OF ACCOMMODATION AGAIN.

Another batch of deportees, numbering in all 185, was landed in the Colony this morning. They arrived by the steamer *Quarta* from the Dutch East Indies. The unfortunate men, most of whom are not in the best of health, were taken to police headquarters, and owing to the absence of any proper accommodation, as we have already pointed out, were "dumped" on a piece of vacant ground outside the charge room, there to bask in the sun until the time arrives for their transportation home. In the splendid weather we are now enjoying a little sunshine probably matters little to the more healthy men, but when the same condition exists in the rainy season, as has happened before, then someone is at fault.

By a steamer which is due to arrive here tomorrow over one hundred more deportees are expected, and considering that to-day's batch will not be shipped for a day or so, it is to be wondered where the coming batch is to be "pinned."

## CAMP DOGS.

The Volunteer Camp promises to be a successful affair for the next few days and officers and men alike are ungrudgingly putting in some good, hard work. Last night, a few men, about forty in all, from all units, were detailed for offensive and defensive tactics. A neighbouring hill was chosen and thirty men were posted on it with strict orders to prevent the levelling force, six in number, who were acting as spies, from taking them by surprise. The latter, however, proved themselves the superior men, for by some clever and strategic movement, which afterwards proved a bone of contention with some of the men, they succeeded in evading the sentry guards, and thus nonplussed those appointed to baffle them.

This morning, practice with the maxim and 15 pdr. guns was renewed. As the special gun practice is to come out on Saturday, the men are training very hard to get into the coveted place. No. 2 Company means business and is determined to capture the Shield this year.

## GODOWN ROBBERY.

## SUSPECT ARRESTED IN MACAO.

ESTABLISHES ALIBI.

In a recent issue of the *Hongkong Telegraph* it was recorded that a coolie named Lau Tung had been arrested in Macao on suspicion of having been implicated in an extensive godown robbery in which something like \$7,184 worth of fancy goods had been stolen. The alleged facts of the case, as given by an informer, were that Lau Tung and a few other men had forced an entry into the godown on 16th August last, and had removed the stuff to a house at West Point. The house was visited and part of the stolen property recovered.

At the Police Court, this afternoon, Lau was charged with the offence, which he denied absolutely, adding that he was not in the Colony when the robbery happened. He stated that formerly he was a beef and vegetable hawker in Singapore, returning to Hongkong at the end of last year. After that he went to his native home, Hoi Ping, and from there to Macao, where he was arrested by the police. He had never set foot in the Colony since he left for his home in July. The cloth he was accused of stealing was offered him for sale at his shop at Sai-bau. He refused to purchase, because he was told that it was stolen property. Then he went to Macao and became acquainted with the police. Mr. Grist said that he did not want to cross-examine the defendant, and added that he would leave it to his Lordship either to believe the informer or the defendant's story. Defendant was asked where he lived in Hongkong. He gave the address, and the question arose as to whether there was such a number on a house in the street he lived. This could not be decided, and the case was adjourned to enable inquiries to be made.

Mr. E. J. Grist was instructed by the prosecution, while Mr. G. E. Morrell was for the defence.

## RAUB.

[The following is the result of crushing operations at Raub for the four weeks ending 10th instant:—]

Balti Koman—Stone crushed 3,781 tons; Gold obtained 867 ounces; average per ton 4.59 dwts.

Bokit Malacca—Stone crushed 2,956 tons; Gold obtained 341 ounces; average per ton 1.44 dwts.

## Telegrams.

"HONGKONG TELEGRAPH"  
SERVICE.

## INTERPORT CRICKET.

## THE OPENING MATCH.

SHANGHAI'S EXCELLENT START.

[From Our Own Correspondent.]

Shanghai, 21st October,

1.40 p.m.

The opening match was played in perfect summer weather with a cloudless sky, to-day.

Winning the toss Shanghai elected to bat.

The wicket was soft and slow.

The scores up to the fifth adjournment are as follows:—

H. B. Ollerdissen, b. Sharpe ...	6
W. H. Moule, b. Sharpe ...	16
Capt. E. I. M. Barrett, b. Bird ...	27
R. N. Anderson, not out ...	70
L. Walker, not out ...	4
Extras ...	8
Total 131 runs for three wickets.	4.40 p.m.

Play was resumed after tiffin with the following result:—

L. Walker, c. Houghton, b. Bird ...	6
R. N. Anderson, b. Sharpe ...	74
V. H. Lanning, run out ...	26
O. D. Rasmussen, b. Bird ...	8
McEuen, l.b.w., b. Bird ...	3
Harrison, c. Bird, b. Sharpe ...	0
A. F. Wheen, b. Sharpe ...	4
G. M. Billings, not out ...	38
Extras ...	20
Total ...	221

BOWLING ANALYSIS.

Wickets.	Runs.
Bird ...	4 77
Sharpe ...	5 57
Barton ...	1 34
Peake ...	1 40
Total ...	10 203

[The telegram received by the Hongkong Cricket Club confirms the total for Shanghai's first innings as 228 runs. There is an error in the individual scores in the above telegram.—Ed. H.K.T.]

## A CUNNING GAME.

## LAD-USED AS A CATSPAW.

A few days ago—to be precise, on the 17th instant—a lad of about ten years of age, called at a shop at 98, Bonham Strand East, and handed the accountant an order which purported to have been signed by a well-known customer. The order was to give bearer sixteen telescopes. Delivering the order to be genuine, the salesman supplied the goods. Yesterday the lad returned with another order for a spittoon, a basin, a wine pot and five rice bowls. By this time the shopkeeper had become aware that both the orders were forged, and he detained the youth. From information received the shopkeeper and the police were taken to 219, Hollywood Road by the boy, who pointed out a man named Yung Tse Sang as the one who gave him the orders. This led to Yung's apprehension. In the Police Court this morning, he was charged (1) with obtaining goods under false pretences, and (2) with attempting to obtain a quantity of stuff by means of a false instrument. He was found guilty and was sentenced to one month's hard labour on each count.

## THE SUGAR INDUSTRY.

## PRODUCTION GREATER THAN CONSUMPTION.

The purchase of the business, machinery, plant, &c., of the Toyo Sugar Refining Company in Formosa by the Japan Sugar Refining Company is reported to have been decided on, and an agreement has been come to by the boards of directors. The Japan Sugar Refining Company has been buying up the shares of the other company for some time past.

It is pointed out by a Japanese contemporary that in Japan the productive power now exceeds that of consumption in the sugar market, and the outlook for the industry is less promising than was at one time the case. On the other hand the sugar-refining industry in Formosa is in a different position, being accorded special protection by the Formosan Government. For example, superior qualities have applied to them a rate of excise which properly applied to inferior qualities, thus reducing the import. In this way sugar produced in Formosa is placed in a very advantageous position on the Japanese market. Moreover, the Toyo Sugar Refining Company's factory in Formosa has been built and can be worked at a small cost. Consequently the Japan Sugar Refining Company has decided to turn its attention to Formosa and offset the expenses of its factories in Japan.

—*Japan Chronicle*



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## VICEROY OF YUNNAN.

## AGAIN TENDERS RESIGNATION.

[By courtesy of the "Sheung Po."]

Peking, 20th October.

The Viceroy of Yunnan has again tendered his resignation. The Central Government has declined to accept it.

## TIBET.

## CONVERSION INTO A PROVINCE.

[By courtesy of the "Sheung Po."]

Peking, 20th October.

The Dalai Lama was at first opposed to the idea of converting Tibet into a province. The Buddhist Pontiff is now, however, more inclined to view the proposal favourably.

## SALT.

## A. UNIFORM PRICE.

[By courtesy of the "Sheung Po."]

Peking, 20th October.

The increases in the price of salt in various provinces differ so largely that the Central Government proposes to take steps to bring about a uniform charge for this commodity.

[Reuter's.]

## Rioting at Belgrade.

LONDON, 19th October.

At Belgrade, the mob yesterday evening broke the windows of the Austrian shops. The gendarmes did not interfere with the rioters.

## Turkey and Bulgaria.

The mobilization of the Anatolian army corps, which was ordered on Saturday, was countermanded the same evening, the Porte having received pacific assurances from Bulgaria.

Later.

## The European Situation.

Italy has agreed to the conference programme.

It is now learned that the question of the Cretan union with Greece is excluded from the scope of the conference.

Bulgaria has positively assured Great Britain that she will take every step possible to avoid war with Turkey.

## The Opium Question in Hongkong.

In the House of Commons, Col. Seely, Under Secretary of State for the Colonies, replying to Mr. Taylor, said that the Earl of Crewe was now considering the Governor of Hongkong's opium proposals, and that the Government hoped shortly to come to a decision on the subject.

## VIGILANT FORKS.

## A GODOWN ROBBERY DETECTED BY THEM.

The story of another godown robbery was investigated in the Police Court, this afternoon, the first police magistrate (Mr. J. H. Kemp) on the bench. Three coolies were charged with entering the ground floor of 9, Tze Mee Alley and stealing six bales of paper, valued at \$40 and a large quantity of tea leaves, worth \$55.

Inspector Robertson, of No. 7 Police Station, appeared for the prosecution. Mr. R. F. C. Master acted for the defence.

The complainant, Ho Kwong, is a merchant carrying on business at 227, Queen's Road West. No. 9, Tze Mee Alley is rented by him as a godown. Early in the morning of the 13th instant, two of his *fooks* saw a number of men loading a truck with goods which was being removed from their godown. Soon things began to happen. After a fierce struggle they succeeded in detaining one man, the others making good their escape. Later Sergeant Brennan discovered the whereabouts of two others, who were also arrested. The loaded truck was taken to the police station. Witnesses were examined, and the case was remanded.

## LUSITANO RECREATION CLUB.

## COMMITTEE ELECTED.

At an extraordinary general meeting of the Lusitano Football Club it was unanimously decided to change its name to Lusitano Recreation Club. The following gentlemen were elected to serve on the Committee for the season 1908/9:—President, Mr. A. G. da Rocha; hon. secretary, Mr. C. M. C. V. Ribeiro; hon. treasurer, Mr. A. V. Barros; Captain, Mr. A. J. C. V. Ribeiro; Vice-Captain, Mr. P. da Rosa; Committee—Messrs. J. C. Barreto, J. M. Brito, C. F. Franco, J. C. Remedio, and P. M. Remedio.

## SEIZURE OF A STEAMER.

## POLICE FIND ILLICIT CHANDU IN CEMENT CASES.

## SERIOUS CHARGE AGAINST THE SKIPPER.

The Singapore Police yesterday reports the *Straits Times* of 14 inst., made what is regarded as one of the biggest hauls of cocaine, morphine and chandu ever achieved at one time in Singapore.

Messrs. Wee Bin and Company's steamer *Hong Moh* arrived from Amoy and Swatow with 1678 passengers, and the police, it is stated, seized 418 bottles of cocaine, 393 packets of morphine and 105 tablets of opium, all found in the engine room. The vessel was seized and held till security was given.

Captain Bainbridge, of the *Hong Moh*, appeared before the Senior Magistrate, Mr. J. S. W. Arthur, this morning, to answer the charge of importing the chandu. Mr. G. S. Carver appeared for the Opium Farm, and Mr. E. M. Elliot for the defendant.

The *Hong Moh* was to have sailed yesterday afternoon, but was detained in port pending the conclusion of the case.

Sergeant Muesel, who is attached to the Farm for search purposes, and several chiniangs brought the chandu, morphine and cocaine into the Court, wrapped in canvas. The morphine, which was about fifty pounds in weight and, together with the cocaine, valued at \$5,000, was the largest consignment ever captured in Singapore. It nearly filled a gunny bag.

## CAPTAIN'S BURDEN.

The charge was of being master of a steamer used for the importation of chandu. In opening the case, Mr. Carver referred to the case of the *Derwain*, which had gone to the Court of Appeal and then to the Privy Council. He read the law on the subject, pointing out that the Captain had to show that every reasonable precaution had been taken to prevent the use of the ship for this purpose, and secondly, that no officer or member of the crew was implicated in the importation.

As the matter stood at present, at least till the Privy Council was heard from, the burden of proving these two things was upon the Captain. The *Hong Moh* was searched, yesterday morning, and too tablets of chandu, the morphine and cocaine were found in cement cases on the top of the boilers in the engine room. In other parts of the vessel, five tablets of chandu were found.

Sergeant Muesel gave evidence of the discovery, saying that he boarded the *Hong Moh*, which was within harbour limits, at 7 a.m., yesterday. She was a vessel of 2,550 tons registered tonnage. He asked permission to search the vessel, which was granted. Before going on board, he had searched the revenue officers to see that they had no chandu in their possession. On entering the engine room, he observed some cement barrels, which he found to contain two paper parcels, in one of which were seven large tins of chandu and in the other six small tins. In other barrels were found other packages.

Mr. Elliot objected to any mention of these packages, as they did not form part of the charge.

## CROSS-EXAMINATION.

Witness explained where the chandu dross was found, and handed in all the exhibits. Cross-examined by Mr. Elliot, witness said that he went on board the steamer on the previous afternoon. He showed the Captain a plan showing a spot where he expected to find morphine, not chandu. He went to the top of the boilers and searched the cases. There was nothing there. The place shown in the plan was below the boilers. He had also searched the revenue officers on that occasion. He ordered the head man to place a revenue officer at the gangway, but did not put one there himself. He made every effort to find chandu that day, but found none. He was searching for about three and a half hours. He left four men in charge of the engine room, and for that reason the room was left open. The four were revenue officers. He went back, next morning, and found the tins in the barrels. They were not there when the ship arrived. It was easy to put them there in the dark. It was true that his men were there to prevent it.

Witness told the Captain that he had found three extra tins. He was told that by one of the revenue officers. It was not true. It was a mistake on his part not to have shown the Captain the tin of chandu dross which was found.

You know it is these extra five tablets that make all the difference, said Mr. Elliot—Yes. AN ADJOURNMENT.

Evidence was given by chiniangs who took part in the search, and the Farm's Tester said that the chandu was Amoy chandu. Its value was \$310 by the Singapore selling price.

Cross-examined by Mr. Elliot, witness said that the bag tins weighed about 14 lbs each, including both the chandu and tin. The latter weighed 4 lbs.

Did you weigh the chandu?—Yes, with the tins.

You have not weighed the chandu alone?—No. This is the regulation Amoy tin. They are always the same.

Re-examined by Mr. Carver the Tester said that Amoy tins varied somewhat in weight, depending on whether the tins were single or double and upon the thickness of the tin.

Those made of thick tin might weigh as much as 4 lbs and 7 lbs. These were medium-sized tins.

The Magistrate said that he thought the chandu should be sent to the Government Analyst to be weighed accurately.

Mr. Elliot suggested that the ship was being detained at tremendous loss to the Company.

An adjournment was taken till this afternoon, the chandu to be weighed in the mean time by the Government Analyst.

## MILITARY CONTRIBUTION.

## STRAITS COMMENTS ON SIR FREDERICK'S SPEECH.

The *Straits Times* writes editorially:—Sir Frederick Lugard, the Governor of Hongkong, made an interesting reference to the vexed question of military contributions in his recent budget speech. A year ago one of the members of the Legislative Council had described the attitude of the Imperial Government as "that of a highwayman presenting a pistol at the head of the Colony and ordering it to stand and deliver twenty per cent. of its revenue." Sir Frederick admitted that, while he strove to approach consideration of the subject with an open mind, he probably had "a little bias in favour of the view that the contribution weighed too heavily." He states quite frankly, however, that careful consideration and inquiry have led him to a different conclusion, and he expresses it strongly. Roughly speaking, Hongkong pays one third to one half of the total cost of its local defence. Comparing this with the expenditure on defence by African colonies with which he is familiar, the Governor finds that they devote about fifty per cent. of their revenue to defence, against the twenty per cent. of Hongkong, and he is persuaded that the latter figure is not one against which the colonists are justified in protesting. It is, he says, "a comparatively small insurance on the enormous value of the material property, belonging both to the Colonial Government and to private citizens." He notes also that in the last two completed years forty-three and forty-two per cent. of the total estimated revenue of the United Kingdom was spent on defence. "We pay," Sir Frederick Lugard said, "twenty per cent. of our revenue, and I would remind you that in proportion as our geographical position renders us peculiarly vulnerable to attack and increases the cost of defence, it is this very geographical position to which we owe our prosperity, and which has converted a barren rock with a revenue of a few score dollars into the largest port in the world, with a revenue of sixty-seven million dollars, and an invested capital in natural assets of perhaps thirty to forty millions sterling."

Now, there may be certain parts of that subtle and eloquent defence of the Hongkong military contribution applicable to Singapore. Here, also, the geographical position, peculiarly inviting if not peculiarly vulnerable to attack, is the thing to which we owe our prosperity and which has converted a paltry island, with a few crumbling fishermen's huts scattered over it, into one of the great trade marts of the Far East. We also pay twenty per cent. of our revenue as a military contribution, but there the comparison stops. With that caution and fairness which is to be expected from such a man, Sir Frederick Lugard remarks that "it is absurd to contrast the position of Hongkong with that of the Straits, which for the last year or two have paid the entire cost of their defence." Either the defences of these Settlements are on a far less complete scale than those of Hongkong, or else the necessity for defence is less urgent, and it would be a reasonable thing to give the people the benefit of their favourable position. Here the whole cost of defence is being provided locally; while Hongkong gets off with a contribution of one-third to one-half of the total. Other Colonies escape more lightly still, and, as we pointed out in an article some time ago, the burden is heavier for the Straits Settlements than for any other Crown Colony. For these reasons it is the duty of all who represent the people to spare no efforts to bring about a reduction.

There is a tendency—a dangerous tendency beyond doubt—to spend too freely when money is in an emergency. In the case of Hongkong every penny of expenditure on military works and services is sure to be scrutinised very closely by the Treasury authorities at Home, because they have to find a large proportion of the money themselves. In the Straits Settlements there is no similar inducement to economy. If money is not wasted it might be, because the conditions give a premium, almost, for expenditure up to the limit of the amount which the Colony is required to provide. It cannot be disputed that Singapore is an important link in the Imperial system. There might, quite conceivably, be circumstances in which it would have to bear the first brunt of attacks directed ultimately against other parts of the Empire, and it is impossible to put forward the argument that all the military outlay has exclusively local objects in view. The strong opinion expressed by Sir Frederick Lugard may have, perhaps, the effect of modifying Hongkong's participation in a general movement for revision of the military charges, but so far back as December last we anticipated the probability of such conditions arising and expressed a hope that "Officials would guard against combined action if it was likely to endanger the Colony's success." Our case is strong enough in itself to stand by itself, if it is pressed with sufficient vigour.

## PROSECUTION FOR SEDITION.

## TAMPERING WITH NATIVE TROOPS.

## AT HONGKONG.

At Aligarh, in the prosecution for sedition against Hoti Lal, Varma, and Ram Sami, Subadar-Major Ahmed-ul-din of the Hongkong-Singapore battalion, R.G.A., stated that Hoti Lal visited Hongkong.

He often used to come to see witness and other native officers and hospital assistants, and used to teach two of the men English. He used to talk on seditious subjects and to say they could turn out the English, who were looking them. He said on leaving Hongkong he was going to Russia in order to learn bomb-making. It would be a very nice thing to throw bombs on church-parade days and kill so many Europeans. He (witness) used to get various Indian newspapers, also the *Gazette* of the Straits Settlements, which was sent to witness for several weeks though he never ordered or paid for it. Witness informed his commanding officer about the matter.

## CHOLERA IN MANILA.

## FIVE CASES YESTERDAY.

We are officially informed that the Manila health statement for Tuesday shows five cases of cholera.

## AMERICAN BUSINESS MEN IN JAPAN.

## CORDIAL RECEPTION AT YOKOHAMA.

The *Japan Herald* gives the following account of the arrival of the party of business men from the American Pacific Coast who have come to this country at the invitation of the principal Chambers of Commerce:—

Towards nine o'clock to-day (tenth inst.) about fifty delegates of the five Chambers of Commerce, as well as a large number of other persons interested, assembled at the pier to receive their visitors, who landed at ten o'clock. On landing the visitors were received by the delegates of the Japanese Chambers of Commerce, when Mr. Nakano, President of the Tokio Chamber of Commerce, read a welcome address, which was afterwards translated into English by Mr. Okada, Secretary to the Yokohama Chamber of Commerce, as follows:—"In welcoming you to Yokohama, a port which was opened as one of the first-fruits of Commodore Perry's mission to Japan half a century ago, we cannot but give utterance to our deep sense of gratitude to your great Republic, for it was America that first drew our country out of its isolation and launched her on the path of progress and civilization which has won for her the position she now occupies among the nations of the world. America it was also that opened Japan to the commerce of the whole world, and to-day our trade with her exceeds that with any other country and gives promise of still greater expansion. But for two nations to live in friendship and mutual esteem it is absolutely necessary that they should thoroughly understand each other, and feeling that this object could not be better attained than by affording opportunities for the personal observation of each other's life and condition, we ventured to invite the members of your Chambers of Commerce to pay a visit to Japan. It gives us high gratification to find our invitation accepted by the distinguished company before us. We will spare no efforts in making your stay with us as pleasant as possible, and we feel assured that in the attitude of our people towards you as representative men of your country you will perceive in what high esteem and admiration the United States of America is held by her neighbours across the Pacific Ocean. Once more we bid you welcome."

Mr. Tohrmann replied to the welcome address on behalf of the party, as follows:—"Five Chambers of Commerce of Japan, desiring to give expression to their feelings of friendship and goodwill towards America and Americans, and wishing also to quicken the sentiments of mutual attachment and good neighbourhood which unites the peoples of the two lands, extended a cordial invitation to a number of citizens of the Pacific Coast of the United States to come to Japan during the coming chrysanthemum season. This invitation was presented to the various Chambers of our cities through the Japanese Consul in Seattle, and through highly esteemed and respected Japanese in the cities in which they reside. The cities of the Pacific Coast have responded to this invitation and certain gentlemen have been selected as commissioners and are about to land on Japanese soil. These ten cities are thousands of miles apart and the commissioners were mostly strangers to each other before they met on the great steamship *Tenyo Maru*, which has brought us six thousand miles safely and pleasantly to our journey's end. But though strangers to each other, they were united from the beginning of their voyage in realising the great honour which has been conferred by the invitation and in bringing a message of friendship and good will and good neighbourhood across the great Pacific Ocean to be delivered to the Chambers of Commerce and to all the people of the land of the Rising Sun. We are sure that if this commission had been selected by a thousand cities of America from all parts of the Atlantic Coast and interior as well as from the message would be the same and that the sentiments which we were charged to present to you would not be less sincere or less friendly than those which we, your trans-Pacific neighbours, desire to convey to you. Commerce is the hand-maiden of civilization. It disseminates knowledge; it stimulates manufactures; it enhances the value of production; it creates confidence; it makes friends out of neighbours; and it preserves, more than any other element, the prosperity and the peace of nations. We do not visit you as merchants only, however, but as humble representatives of a great nation, which ever has been and we hope ever will be at peace and in friendship with the great nation of Japan, which is not divided from us by the broad Pacific Ocean, but rather brought closer to us. The Ocean made us neighbours, and should ever make us friends. We come not only to stimulate trade but to get nearer to you as human beings, to know more of your art, which is a model of the entire world, to know more of your glorious history, which dates back one thousand years before our country was ever known to the civilized world, to observe the sources of inspiration and patriotism of your people and their self-satisfying spirit. In a word, we come to you with open hearts, and friendly desire to learn and be inspired by the *genius damasii*, the soul of Japan, so that we may go back and tell our friends at home the wonder of the age, and how modern Japan was made possible, and to induce them to come and see for themselves that which they will hardly credit when we tell them on our return of our observations and of our conclusions. And finally we shall hope that at no very distant date we will be returned, to give us an opportunity to demonstrate to the Japanese the good feeling we have towards them. We will endeavour to rival, though we cannot hope to excel, the attentions which are now in store for us, and for which it is now my privilege to present to you the delegations that appear before you."

## To-day's Advertisements.

## MINISTERING CHILDREN'S LEAGUE.

A BAZAAR and FANCY FETE promoted by the above will be held (by kind permission of the Commandant and Officers Hongkong Volunteer Corps) on the VOLUNTEER GROUND on SATURDAY, October 31st, from 2.30 to 6 P.M.

Great attractions for young and old. Proceeds to be divided amongst various local charities for children.

If wet the Bazaar will be held in the Volunteer Head Quarters.

NO CHITS TAKEN.

Hongkong, 21st October, 1908. [935]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EASTERN."

Captain Hood, will be despatched as above on THURSDAY, the 12th Nov., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

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N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1908. [934]

## NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 12th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED.

Agents.

Hongkong, 21st October, 1908. [933]

## U.S. CHINESE EXCLUSION LAW.

## BETTER ENFORCEMENT URGED.

The escape of eleven Chinese from the detention shed on the Pacific Mail dock the other night may serve to remind the public that better means of enforcing the Chinese exclusion law are imperatively required, says the *San Francisco Chronicle* of 17th ult. Whether all the "responsibility" for the escape was with the steamship company or not is a secondary matter. It was evident that the laws had been broken, and that an escape had been made, and it was the plain duty of the officials of the Immigration Bureau to actively bestir themselves to recapture the escaped Chinese, and secondly to fix responsibility for the outbreak. What seemed to be the fact was that the immigration officials cared nothing whatever about the matter except to establish the fact that the Chinese were not in their custody and that the escape was no matter of concern to them.

So long as we have laws they should be enforced. And if at any time it appears that the machinery for enforcement is inadequate new machinery should be created. There are a good many aliens in this country who are not Orientals who have no business here, and apparently the time has come when it is necessary to follow the example of some older countries and begin to keep tab on undesirable classes. In the case of Orientals arriving in the cabins of steamers, it might probably be sufficient to require passports issued by their own Governments, such as they would have to possess in some European countries. That would do away with all friction arising from cases of detention of Orientals quite plainly of the classes entitled to enter. Orientals arriving in the steerage ought to be given, if entitled to enter, certificates bearing their portraits. With modern conveniences this could be done and the portrait printed on the certificate in a few hours, and the possession of such a certificate would be conclusive evidence that the holder is entitled to be here. Non-possession, on the contrary, would be evidence that he ought to be deported, first having served a term in the penitentiary for breaking our laws. It would be necessary, of course, to begin with a complete registration of Orientals now here and the issuance of certificates to those entitled to have them.

It is true that eleven Chinese, more or less, in this country, will not materially affect our national prosperity, but it will very seriously affect our prosperity to have laws which are not enforced. If Oriental Immigration has been checked—and it has been checked—now is the very time for a follow-up process which shall result in complete control of the situation and the rigid enforcement of our own exclusion laws and of the laws or regulations of friendly Oriental nations in respect to this subject, which both our own interests and international comity demand that we shall take note of, and come to be observed. All these ends would be served by complete registration and the issuance of certificates.

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## TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 22nd May, 1908. [937]

## TO LET.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st October, 1908. [990]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VOUEX ROAD Central (formerly occupied by Messrs. Shaw, Tomes & Co.)

Apply to—

THE COMPADORE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 9th June, 1908. [188]

## TO LET.

A HOUSE in KNUTSFORD TERRACE,

Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1908. [591]

## TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUEX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VOUEX ROAD CENTRAL, 1st Floor.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1908. [166]

## Intimation.

## KOWLOON HOTEL.

## THE TOPIC OF THE TOWN.

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## PRIVATE BAR.

Ikan Merah on toast

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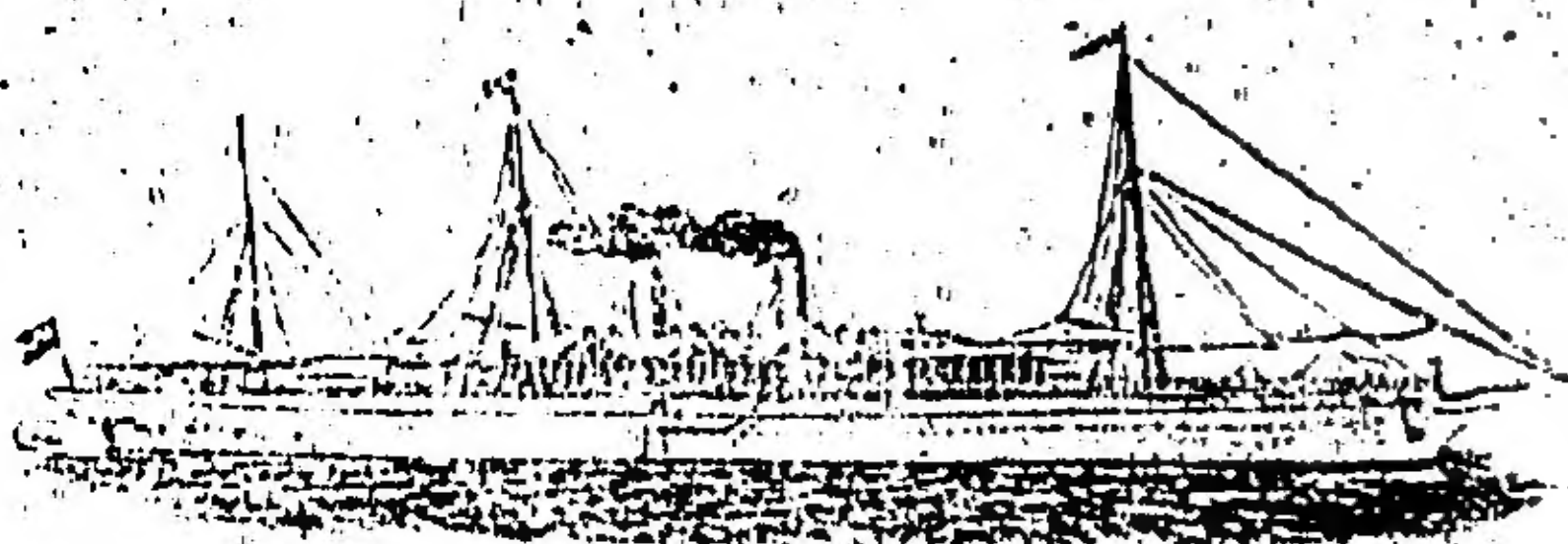
O. E. OWEN,

Proprietor.

Hongkong, 12th October, 1908. [14]



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SANDAKAN.....	"MAUSANG".....	FRIDAY, 23rd Oct., Noon.
SHANGHAI.....	"CHUANG".....	SATURDAY, 24th Oct., Noon.
TIENSIN, SWATOW & CHEFOO.....	"CHEONGSHING".....	SATURDAY, 24th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI.....	"FOOKSANG".....	WEDNESDAY, 28th Oct., Noon.
YOKKAICHI & KOBE.....	"YUNSHANG".....	WEDNESDAY, 28th Oct., Noon.
MANILA.....	"YUENSANG".....	FRIDAY, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	"KUTSANG".....	SATURDAY, 31st Oct., 1 P.M.

RETURN TOURS TO JAPAN.  
Occurring 24 DAYS.  
The steamers "Kaitung," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light, daily qualified surgeons is also carried.

"Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Peking, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simpura, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
Telephone No. 61.  
Hongkong, 21st October, 1908.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, Cebu & ILOILO.....	"KAIFONG".....	22nd Oct., Daylight.
HOIHOW, PAKHOI & HAIPHONG.....	"CHIH".....	22nd " 10 A.M.
NINGPO & SHANGHAI.....	"YUHO".....	22nd " 4 P.M.
SWATOW, TSINGTAU, WEIHAWEI.....	"KUEICHOW".....	23rd " "
CHEFOO & TIENSIN.....	"TAMING".....	27th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY & AUSTRALIA.....	"CHANGSHA".....	21st Nov. "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Telephone No. 36.  
Hongkong, 21st October, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"LAZARO".....	2540	R. Rodger.....	MANILA.....	SATURDAY, 24th Oct., at Noon.
"RUBI".....	2540	Almond.....	MANILA.....	SATURDAY, 31st Oct., at Noon.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 19th October, 1908.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship  
"ASSAYE,"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 31st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mooltan," 15,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. "Mooltan," due in London on 12th December, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 19th October, 1908.

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Hongkong, 19th October, 1908.

## Shipping—Steamers.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOOCOW.

## THE Company's Steamship

## "HAITAN."

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 22nd inst., at 1 o'clock P.M.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers.  
Hongkong, 21st October, 1908.

## FOR SHANGHAI.

## THE Steamship

## "ARRATON APCAR."

Capt. A. Stewart, will be despatched for the above Ports on SATURDAY, the 24th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 21st October, 1908.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports, on SATURDAY, the 24th inst., at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 19th October, 1908.

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "TOURANE."

Captain Lancelotti, will be despatched for the above Ports on or about the 26th inst.

For Freight or Passage, apply to  
P. NALIN,  
Acting Agent.  
Hongkong, 19th October, 1908.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:  
S.S. "PATHAN".....3rd Nov.  
S.S. "WRAY CASTLE".....1st Dec.

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 21st October, 1908.

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## HONGKONG AVERAGE MARKET PRICES.

## Corrected 16th October, 1908.

## BUTCHER MEAT.

## Cents.

## Beef sirloin &amp; prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk.....18

" Roast—Shiu.....18

" Breast—Ngau Lam.....13

" Soup, Tong Yuk.....15

" Steak—Ngau Yuk Pa.....18

" Sirloin—Ngau Lau.....38

" Sausages—Ngau Yuk Chang.....20

" Bullock's Brains—Known.....per set

" Tongue fresh—Ngau Li.....each

" Corned—Ham Ngau Li.....58

" Head—Ngau Tau.....80

" Heart—Ngau Sum.....per lb

" Hump, Salt—Ngau Kin.....18

" Feet—Ngau Keok.....each

" Kidneys—Ngau Yiu....." 10

" Tail—Ngau Mei....." 17

" Liver—Ngau Mei....." 13

" Tripe (undressed)—Ngau To....." 7

" Calves' Head and Feet—Ngau-chai-tau-keok.....set

" Mutton Chop—Yeung Pai Kwat....." 22

" Leg—Yeung Pei....." 22

" Shoulder—Yeung Shau....." 22

" Pigs' Chittlings—Chi cheong....." 24

" Brains—Chi Know.....per set

" Feet—Chi Keok....." 2



## MONEY MARKET.

## UNCERTAIN TONE OF INDIAN SILVER.

Masses. Samuel Montagu and Company send their usual weekly report, the one dated September 17, reading as follows:—

There was a little less demand for the Gold, about £700,000. France obtained the greater part.

The price was fixed at 77/10½. This is an advance of ½ upon Friday's price but is lower than that of the previous Monday.

Withdrawals were made from the Bank of England as under:—

10th instant, £1,200,000 for Constantinople and £1,200,000 for South America; 11th instant, £500,000 for Scandinavia, 12th instant, £200,000 for Argentina, and received.

14th instant, £6,000 from United States and 14th instant, £10,000 from Malta.

## SILVER.

During the first few days of last week, the market was very quiet and remained at 28.11/16 for cash and 27 for forward. On Tuesday, however, the Indian Bazar, actuated possibly by the improvement in the Exchange and the better outlook of the Monsoon, sent large buying orders for prompt shipment.

These orders somewhat alarmed the "bears," some of whom rushed to cover their positions, with the result that a little of the market, and a large amount of cash silver, that had been weighing somewhat heavily on the market, was absorbed; also, the difference between "spot" price and "forward" vanished.

The rise was maintained yesterday by further "bear" covering and to-day a further rise of 1/10 took place.

A large amount of speculation is reported from India and the tone of the market is very uncertain.

To-morrow's shipment, the last one that can reach Bombay in time for the settlement, will be fairly large.

The net rise since this day last week is 1/16 for cash and 1/4 forward.

## QUOTATIONS.

Quotations for bar silver per oz. Standard.

Sept. 11—23 13/16 cash, 23 1/4 two months.

Sept. 12—23 13/16 " 23 1/4 "

Sept. 14—13/16 " 24 1/4 "

Sept. 15—24 1/16 " 24 1/16 "

Sept. 16—24 1/16 " 24 1/16 "

Sept. 17—24 1/4 " 24 1/4 "

Average for the week 23.947 " 23.979 "

Bank Rate 2 1/2 per cent.

Bar Gold per oz. Standard 77/10½.

French Gold Coin per oz. 76/5d.

German Gold Coin per oz. 76/5d.

United States Gold Coin per oz. 76/5d.

## COMMERCIAL.

## TODAY'S EXCHANGE.

London—Bank T.T. 100/0

Do. demand 119/5 1/2

Do. 4 months' sight 119/7 1/2

France—Bank T.T. 233 1/2

America—Bank T.T. 43 1/2

Germany—Bank T.T. 134 1/2

India T.T. 134 1/2

Do. demand 134 1/2

Shanghai—Bank T.T. 75 1/2

Singapore—Bank T.T. per H.K. 100/0

Japan—Bank T.T. 80 1/2

Yankee—Bank T.T. 106 1/2

4 months' sight L.C. 119/5 1/2

6 months' sight L.C. 119/5 1/2

5 days' sight San Francisco & New York 44

4 months' sight 44

30 days' sight Sydney & Melbourne 19 1/2

4 months' sight France 32 1/2

6 months' sight 32 1/2

4 months' sight Germany 118 1/2

Bar Silver 23 1/2

Bank of England rate 23 1/2

Sovereign 111 1/2

## OPTIMUM QUOTATIONS.

Today's quotations are as follows:—

Per picul

Malwa New 1,000/1,260

Old 1,260/1,310

Older 1,310/1,350

Oldest 1,350/1,390

Per chest

Patna New 1,000/1,260

Old 1,260/1,310

Older 1,310/1,350

Oldest 1,350/1,390

## SHIPPING AND MAELS.

German (Kaiser) 22nd inst, 5 a.m.

Canadian (Empress of Japan) 28th inst.

The I. C. S. N. Co.'s s.s. *Fokhsang* from Calcutta and the Straits left Singapore for this port on 20th inst.

The N. Y. K. s.s. *Yokohama Maru*, Bombay Line, left for this port on 19th inst., and is expected here on 25th inst.

The N. Y. K. s.s. *Aki Maru*, American Line, left Kobe for this port via Moji on 19th inst., and is expected here on 25th inst.

The N. Y. K. s.s. *Hikachi Maru*, European Line, left Moji for this port via Shanghai on 19th inst., and is expected here on 26th inst.

The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Kobe for this port via Moji and Nagasaki on 20th inst., and is expected here on 27th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 5.30 a.m. on 21st inst., and leaves again at 3 p.m., same day, for Kobe, where she is due to arrive at 3 p.m. on 22nd inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 7 a.m. on 20th inst., and leaves again at 6.30 p.m., same day, for Nagasaki, where she is due to arrive at 8 a.m. on 22nd inst.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 21st at 11.45 a.m.—The barometer has risen slightly over China and Japan.

Pressure is high over E. Japan. It remains in slight deficit of the normal over China.

Gradients are slight generally and moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. 10-day, 0.03 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate; fine.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Astraea, Br. cruiser, 4,360, F. E. O. Ryan, 20th Oct., from Colombo and Kudat.

Helen, Ger. s.s., 777, J. Jessen, 20th Oct., from Amoy and Hongkong.

Haitan, Br. s.s., 1,183, J. S. Roach, 2nd Oct., from Amoy, 19th, and Swatow 20th, Gen.—D. L. & Co.

Meefoo, Ch. s.s., 1,339, J. McArthur, 21st Oct., from Swatow 20th Oct., Gen.—C. M. S. N. Co.

Quarta, Ger. s.s., 1,146, H. Madsen, 21st Oct., from Batavia 11th Oct., and Montok 13th, Gen.—J. C. J. I.

Foohing, Br. s.s., 1,423, E. Woolley, 21st Oct., from Canton 20th Oct., Gen.—J. M. & Co.

Yochow, Br. s.s., 1,306, Brown, 21st Oct., from Canton 20th Oct., Gen.—B. & S.

Chihli, Br. s.s., 1,153, J. Warrack, 21st Oct., from Canton 20th Oct., Gen.—B. & S.

Glenfarg, Br. s.s., 2,350, H. W. L. Holman, 21st Oct., from Shanghai 18th Oct., Gen.—C. P. R. Co.

Zieten, Ger. s.s., 4,988, F. Prosch, 21st Oct., from Shanghai and Foochow 20th Oct., Gen.—M. & Co.

## Clearances at the Harbour Office.

*Alchinos*, for Singapore.

*Kutlong*, for Amoy.

*Paul Bert*, for Haiphong.

*Yochow*, for Ningpo.

*Bujun Maru*, for Swatow.

## Departures.

*Borneo*, for Sandakan.

*Achilles*, for Singapore.

*Alchinos*, for Singapore.

*Gilbert*, for Kwong-chow-wan.

*Asama*, for Whampoa.

*Kueichow*, for Canton.

*Choyang*, for Canton.

*Chiyang*, for Canton.

*Eastern*, for Japan.

*Katong*, for Hilo.

## Passenger's Arrivals.

Per *Quarta*, from Batavia—206 Chinese.

Per *Haitan*, from Coast Ports—Dr. R. H. McAlay, Messrs. A. H. Watson, L. J. Thomas, Miss Ross, and 155 Chinese.

## Shipping Reports.

St. *Glenfarg*, from Shanghai—Light wind and smooth sea fine clear weather.

St. *Haitan*, from Foochow to Hongkong via Ports, light N.W. wind and fine weather throughout.

## VESSELS IN PORT.

Arratoon Apar, Br. s.s., 2,931, A. Stewart, 20th Oct., from Calcutta via Penang and Singapore 4th Oct., Gen.—D. S. & Co. Ld.

Aval, Br. s.s., 2,316, Hume, 10th Oct., from Philadelphia 15th Aug. and Saabang 5th Sept., Kerosine Oil—S. O. Co.

Bourbon, Fr. s.s., 997, Le Bail, 12th Oct., from Saigon 7th Oct., Gen.—Max Fat.

Bujun Maru, Jap. s.s., 1,304, F. Fueno, 26th Oct., from Shanghai via Swatow 15th Oct., Gen.—S. O. K.

Forest Dale, Br. s.s., 2,380, Noall, 16th Oct., from Surabaya 8th Sept., Sugar—B. & S.

Gregory Apar, Br. s.s., 2,901, S. H. Belton, 20th Oct., from Yokohama and Moji 14th Oct., Gen.—D. S. & Co. Ld.

Hailan, Fr. s.s., 475, O. Hiesg, 19th Oct., from Hoioh 18th Oct., Gen.—R. M.

Halvard, Nor. s.s., 1,066, R. Ronneberg, 19th Oct., from Singapore 12th Oct., Oil—Aagaard, Thoresen & Co.

Hopning, Br. s.s., 1,359, J. M. Hay, 17th Oct., from Surabaya 4th Oct., and Palo Laut 7th, Sugar—J. M. & Co.

Keong Wai, Ger. s.s., 1,100, J. Köhler, 19th Oct., from Bangkok and Swatow 9th Oct., Rice and Meal—B. & S.

Kohsichang, Br. s.s., 1,302, C. Rosieky, 20th Oct., from Bangkok 12th Oct., Rice—B. & S.

Laertes, Br. s.s., 1,340, C. Frampton, 12th Oct., from Saigon 7th Oct., Gen.—Wo Fat Sing.

Landrat Scherff, Ger. s.s., 1,017, Y. Grandt, 11th Oct., from Salina Cruz and Yokohama, Ballast—C. C. S. Co.

Mauauang, Br. s.s., 1,644, G. S. Weigall, 8th Oct., from Sandakan 3rd Oct., Timber and Gen.—J. M. & Co.

Michael Jensen, Ger. s.s., 951, H. Bendixen, 13th Oct., from Kwang Yen 5th Oct., Cement Store—J. & Co.

Mongolia, Am. s.s., 8,750, P. S. Porier, 11th Oct., from San Francisco and Shanghai 8th Oct., Mail and Gen.—P. M. S. S. Co.

Namshan, Br. s.s., 1,267, A. Jones, 18th Oct., from Saigon 14th Oct., Rice and Gen.—B. & Co.

Onsang, Br. s.s., 1,787, F. Wheeler, 19th Oct., from Moji 9th Oct., Coal—J. M. & Co.

Paklat, Ger. s.s., 1,016, J. Wenzel, 15th Oct., from Bangkok 7th Oct., Rice—B. & S.

Pongtong, Ger. s.s., 998, W. Bötterli, 17th Oct., from Bangkok 10th Oct., Rice and Salt—B. & S.

Prinz Sigismund, Ger. s.s., 1,844, D. Lens, 16th Oct., from Sydney 22nd Sept., and Manila 13th Oct., Gen.—M. & Co.

Ragnar, Nor. s.s., 1,120, Angensen, 13th Oct., from Rajang 5th Oct., Timber—Aagaard, Thoresen & Co.

Sieria Blanca, Br. s.s., 3,338, H. de Gruchy, 20th Sept., from Manila (Hilo) 17th Sept., Ballast—Order.

Sui Sang, Br. s.s., 1,776, W. D. Welsh, 2nd Oct., from Ch'foo 7th Sept., Ballast—J. M. & Co.

Tango Maru, Jap. s.s., 4,637, Wm. Thompson, 18th Oct., from Shanghai 15th Oct., Flour, Milk and Lumber, etc.—N. Y. K.

Tjikini, Det. s.s., 2,388, H. Koops, 10th Oct., from Batavia 15th Oct., J. C. J. I.

Tjipana, Det. s.s., 2,444, R. Fander, 10th Oct., from Yokohama 7th Oct., and Amoy 8th, Gen.—J. C. J. I.

Zafiro, Br. s.s., 1,610, R. Rodger, 20th Oct., from Manila 17th Oct., Gen.—J. T. & Co.

## Sailing Vessels.

Daylight, Br. ship, 3,060, McBryde, 9th Oct., from Yokohama 19th Sept. Ballast—S. O. Co.

Eclipse, Br. 4-masted bark, 2,968, J. V. L. V. L., 9th Oct., from Canton 3rd Oct. Ballast—S. O. Co.

Juteopolis, Br. ship, 2,840, Stewart, 5th June, from San Francisco 3rd April, Case Oil—S. O. Co.

Lydhurst, Br. bark, 1,241, 14th Sept., from Bangkok 25th Aug. Case Oil—S. O. Co.

## Steamers Expected.

Vessel	From	Agents	Date
Kleist	Singapore	M. & Co.	Oct. 22
Tudor Prince	Singapore	A. K. & Co.	Oct. 22
Tenyo Maru	Japan	N. Y. K.	Oct. 23
Yokohama Maru	Japan	N. Y. K.	Oct. 23
Aki Maru	Japan	N. Y. K.	Oct. 25
Touane	Singapore	M. & Co.	Oct. 25
Fookang	Singapore	J. M. & Co.	Oct. 25
Yawata Maru	Thursday	N. Y. K.	Oct. 25
Hikachi Maru	Japan	N. Y. K.	Oct. 25
Kumano Maru	Japan	N. Y. K.	Oct. 27
Emp. of Japan	Japan	C. P. R. Co.	Oct. 27
Myori Maru	Dombay	N. Y. K.	Oct. 28

## DOCK RETURNS.

HONGKONG AND WHARF DOCKS.

Beathby, at Kowloon Dock

H.M.S. Whiting

U.S.S. Albatross

Kiang To

Sierra Blanca

Kiang Chi

Likin

Glenfarg

Suining

Kwang Fu

Tak Hing

## Ships Passed The Canal.

11th September—*Armand Behic*, *Dionide*, *Kamo Maru*, *Glaucus*, *Nubia*, *Pomona*, 15th September—*Binawan*, *Korona*, *Telmachus*, *Mangrove*, *Prins Alice*, *Peking*, 18th September—*Nippon*, *Canton*, *Danishkara*, *Hakata Maru*, *Polymath*, *Kawachi Maru*, *Glaucus*, *Sengoku*, *Macassar*, *Prins Alice*, *Peking*, 19th September—*Amiral Oly*, 25th September—*Paiko*, *Tudor Prince*, *Somali*, *Syria*, *Yarra*, *Hudson*, *Pak Lat*, 20th September—*Katiki*, *Binari*, *Saxonia*, *Halyang*, 20th October—*Andrie*, *Richmond*, *Cyclops*, *Darflinger*, *Sithonia*, *Ritnick*, *Peles*, *Sauki Maru*, *Tourane*, *Wakusa Maru*, 6th October—*Soprano*, 9th October—*Ajax*, *Australian*, *Myrmidon*, *Palermo*, *Nympha*, *Sikh*, *Leucippe*, 13th October—*Benlomid*, *Erastus*, *Frans Ferdinand*, *Kamun*, *Mamoon*, *Odessa*, *Peter Ludwig*, *Indragama*, *Nubia*, 20th September—*Nippon*, *Mangrove*, *Yarra*, *Kawachi Maru*, 2nd October—*Paiko*, *Orestis*, *Sayo Maru*, 6th October—*Glaucus*, *Prins Alice*, *Lullford*, 9th October—*Pak Lat*, *Ling*, *Cyclops*, 9th October—*Syria*, 13th October—*Sauki Maru*, 16th October—*Saxonia*, *Darflinger*, *Australian*.

Arrivals at Home—11th September—*Slam*, *Dorlmund*, *Agamemnon*, *Sardinia*, 15th September—*Suruga*, *Melina*, *Glanvyn*, *Bingo Maru*, *C. Ford*, *Laurel*, 15th September—*Armand Behic*, *Itrita*, *Ceylon Maru*, 19th September—*Pekahau*, 21st September—*Scharnhorst*, *Kamo Maru*, *Telmachus*, *Carmona*, *Shikoku*, 25th September—*Indragama*, *Nubia*, 20th September—*Nippon*, *Mangrove*, *Yarra*, *Kawachi Maru*, 2nd October—*Paiko*, *Orestis*, *Sayo Maru*, 6th October—*Glaucus*, *Prins Alice*, *Lullford*, 9th October—*Pak Lat*, *Ling*, *Cyclops*, 9th October—*Syria*, 13th October—*Sauki Maru*, 16th October—*Saxonia*, *Darflinger*, *Australian*.

CHINA COAST METEOROLOGICAL ARCHIVES, October 10th, 1908, a.m.

Bar. Th. Hu. Wind W.

Vladivostok	7 a.m.	29.87	56	NW	1	b
Nemuro <td>8 a.m. <td>30.04 <td>54 <th>W</th> <th>4</th> <th>b</th> </td></td></td>	8 a.m. <td>30.04 <td>54 <th>W</th> <th>4</th> <th>b</th> </td></td>	30.04 <td>54 <th>W</th> <th>4</th> <th>b</th> </td>	54 <th>W</th> <th>4</th> <th>b</th>	W	4	b
Hakodate <td>10 a.m. <td>30.09 <td>52 <th>W</th> <th>4</th> <th>b</th> </td></td></td>	10 a.m. <td>30.09 <td>52 <th>W</th> <th>4</th> <th>b</th> </td></td>	30.09 <td>52 <th>W</th> <th>4</th> <th>b</th> </td>	52 <th>W</th> <th>4</th> <th>b</th>	W	4	b
Tokyo <td>11 a.m. <td>30.07 <td>52 <th>NW</th> <th>2</th> <th>b</th> </td></td></td>	11 a.m. <td>30.07 <td>52 <th>NW</th> <th>2</th> <th>b</th> </td></td>	30.07 <td>52 <th>NW</th> <th>2</th> <th>b</th> </td>	52 <th>NW</th> <th>2</th> <th>b</th>	NW	2	b
Kobe <td>11 a.m. <td>30.07 <td>52 <th>W</th> <th>2</th> <th>b</th> </td></td></td>	11 a.m. <td>30.07 <td>52 <th>W</th> <th>2</th> <th>b</th> </td></td>	30.07 <td>52 <th>W</th> <th>2</th> <th>b</th> </td>	52 <th>W</th> <th>2</th> <th>b</th>	W	2	b
Nagasaki <td>11 a.m. <td>30.03 <td>52 <th>NE</th> <th>2</th> <th>b</th> </td></td></td>	11 a.m. <td>30.03 <td>52 <th>NE</th> <th>2</th> <th>b</th> </td></td>	30.03 <td>52 <th>NE</th> <th>2</th> <th>b</th> </td>	52 <th>NE</th> <th>2</th> <th>b</th>	NE	2	b
Kagoshima <td>11 a.m. <td>30.00 <td>52 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	11 a.m. <td>30.00 <td>52 <th>NE</th> <th>4</th> <th>b</th> </td></td>	30.00 <td>52 <th>NE</th> <th>4</th> <th>b</th> </td>	52 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Oshima <td>11 a.m. <td>30.01 <td>52 <th>S</th> <th>2</th> <th>b</th> </td></td></td>	11 a.m. <td>30.01 <td>52 <th>S</th> <th>2</th> <th>b</th> </td></td>	30.01 <td>52 <th>S</th> <th>2</th> <th>b</th> </td>	52 <th>S</th> <th>2</th> <th>b</th>	S	2	b
Naha <td>11 a.m. <td>30.01 <td>52 <th>S</th> <th>2</th> <th>b</th> </td></td></td>	11 a.m. <td>30.01 <td>52 <th>S</th> <th>2</th> <th>b</th> </td></td>	30.01 <td>52 <th>S</th> <th>2</th> <th>b</th> </td>	52 <th>S</th> <th>2</th> <th>b</th>	S	2	b
Ishigakijima <td>10 a.m. <td>30.08 <td>53 <th>NE</th> <th>3</th> <th>b</th> </td></td></td>	10 a.m. <td>30.08 <td>53 <th>NE</th> <th>3</th> <th>b</th> </td></td>	30.08 <td>53 <th>NE</th> <th>3</th> <th>b</th> </td>	53 <th>NE</th> <th>3</th> <th>b</th>	NE	3	b
Bonin Is. <td>10 a.m. <td>30.08 <td>53 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	10 a.m. <td>30.08 <td>53 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.08 <td>53 <th>SE</th> <th>1</th> <th>b</th> </td>	53 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
Choshi <td>9 a.m. <td>30.08 <td>53 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.08 <td>53 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.08 <td>53 <th>SE</th> <th>1</th> <th>b</th> </td>	53 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
Wakatsu <td>9 a.m. <td>30.05 <td>55 <th>SW</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.05 <td>55 <th>SW</th> <th>1</th> <th>b</th> </td></td>	30.05 <td>55 <th>SW</th> <th>1</th> <th>b</th> </td>	55 <th>SW</th> <th>1</th> <th>b</th>	SW	1	b
Hankow <td>9 a.m. <td>30.05 <td>55 <th>SW</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.05 <td>55 <th>SW</th> <th>1</th> <th>b</th> </td></td>	30.05 <td>55 <th>SW</th> <th>1</th> <th>b</th> </td>	55 <th>SW</th> <th>1</th> <th>b</th>	SW	1	b
Shanghai <td>9 a.m. <td>30.03 <td>59 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.03 <td>59 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.03 <td>59 <th>SE</th> <th>1</th> <th>b</th> </td>	59 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
Swatow <td>9 a.m. <td>30.06 <td>72 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.06 <td>72 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.06 <td>72 <th>SE</th> <th>1</th> <th>b</th> </td>	72 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
Guangzhou <td>9 a.m. <td>30.06 <td>72 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.06 <td>72 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.06 <td>72 <th>SE</th> <th>1</th> <th>b</th> </td>	72 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
Amoy <td>9 a.m. <td>30.05 <td>75 <th>NE</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.05 <td>75 <th>NE</th> <th>1</th> <th>b</th> </td></td>	30.05 <td>75 <th>NE</th> <th>1</th> <th>b</th> </td>	75 <th>NE</th> <th>1</th> <th>b</th>	NE	1	b
Swatow <td>9 a.m. <td>30.05 <td>75 <th>NE</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.05 <td>75 <th>NE</th> <th>1</th> <th>b</th> </td></td>	30.05 <td>75 <th>NE</th> <th>1</th> <th>b</th> </td>	75 <th>NE</th> <th>1</th> <th>b</th>	NE	1	b
Taihou <td>5 a.m. <td>29.98 <td>81 <th>E</th> <th>4</th> <th>b</th> </td></td></td>	5 a.m. <td>29.98 <td>81 <th>E</th> <th>4</th> <th>b</th> </td></td>	29.98 <td>81 <th>E</th> <th>4</th> <th>b</th> </td>	81 <th>E</th> <th>4</th> <th>b</th>	E	4	b
Taichu <td>5 a.m. <td>29.94 <td>81 <th>E</th> <th>4</th> <th>b</th> </td></td></td>	5 a.m. <td>29.94 <td>81 <th>E</th> <th>4</th> <th>b</th> </td></td>	29.94 <td>81 <th>E</th> <th>4</th> <th>b</th> </td>	81 <th>E</th> <th>4</th> <th>b</th>	E	4	b
Taiwan <td>5 a.m. <td>29.94 <td>81 <th>E</th> <th>4</th> <th>b</th> </td></td></td>	5 a.m. <td>29.94 <td>81 <th>E</th> <th>4</th> <th>b</th> </td></td>	29.94 <td>81 <th>E</th> <th>4</th> <th>b</th> </td>	81 <th>E</th> <th>4</th> <th>b</th>	E	4	b
Kohama <td>5 a.m. <td>29.93 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	5 a.m. <td>29.93 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td>	29.93 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td>	81 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Pescadore <td>5 a.m. <td>29.94 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	5 a.m. <td>29.94 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td>	29.94 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td>	81 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Canton <td>9 a.m. <td>30.03 <td>80 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	9 a.m. <td>30.03 <td>80 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.03 <td>80 <th>SE</th> <th>1</th> <th>b</th> </td>	80 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
Hongkong <td>10 a.m. <td>30.00 <td>79 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	10 a.m. <td>30.00 <td>79 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.00 <td>79 <th>SE</th> <th>1</th> <th>b</th> </td>	79 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
V. C. P. Peak <td>10 a.m. <td>30.00 <td>79 <th>SE</th> <th>1</th> <th>b</th> </td></td></td>	10 a.m. <td>30.00 <td>79 <th>SE</th> <th>1</th> <th>b</th> </td></td>	30.00 <td>79 <th>SE</th> <th>1</th> <th>b</th> </td>	79 <th>SE</th> <th>1</th> <th>b</th>	SE	1	b
Gap Rock <td>10 a.m. <td>29.98 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	10 a.m. <td>29.98 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td>	29.98 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td>	81 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Macao <td>10 a.m. <td>30.02 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	10 a.m. <td>30.02 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td>	30.02 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td>	81 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Hoioh <td>9 a.m. <td>30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	9 a.m. <td>30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td>	30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td>	81 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Pakhoi <td>8 a.m. <td>30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	8 a.m. <td>30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td>	30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td>	81 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Phu Lien <td>8 a.m. <td>30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	8 a.m. <td>30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td></td>	30.01 <td>81 <th>NE</th> <th>4</th> <th>b</th> </td>	81 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
Tonkin <td>8 a.m. <td>29.99 <td>79 <th>NE</th> <th>4</th> <th>b</th> </td></td></td>	8 a.m. <td>29.99 <td>79 <th>NE</th> <th>4</th> <th>b</th> </td></td>	29.99 <td>79 <th>NE</th> <th>4</th> <th>b</th> </td>	79 <th>NE</th> <th>4</th> <th>b</th>	NE	4	b
C. St. James <td>29.93 <td>81 <th>NE</th> <th>3</th> <th>b</th> </td></td>	29.93 <td>81 <th>NE</th> <th>3</th> <th>b</th> </td>	81 <th>NE</th> <th>3</th> <th>b</th>	NE	3	b	
Apariti <td>10 a.m. <td>29.92 <td>86 <th>71</th> <th>NE</th> <th>1</th> </td></td></td>	10 a.m. <td>29.92 <td>86 <th>71</th> <th>NE</th> <th>1</th> </td></td>	29.92 <td>86 <th>71</th> <th>NE</th> <th>1</th> </td>	86 <th>71</th> <th>NE</th> <th>1</th>	71	NE	1
Maolia <td>10 a.m. <td>29.92 <td>86 <th>71</th> <th>NE</th> <th>1</th> </td></td></td>	10 a.m. <td>29.92 <td>86 <th>71</th> <th>NE</th> <th>1</th> </td></td>	29.92 <td>86 <th>71</th> <th>NE</th> <th>1</th> </td>	86 <th>71</th> <th>NE</th> <th>1</th>	71	NE	1
Legaspi <td>9 a.m. <td>29.91 <td>87 <th>68</th> <th>NE</th> <th>0</th> </td></td></td>	9 a.m. <td>29.91 <td>87 <th>68</th> <th>NE</th> <th>0</th> </td></td>	29.91 <td>87 <th>68</th> <th>NE</th> <th>0</th> </td>	87 <th>68</th> <th>NE</th> <th>0</th>	68	NE	0
Bacolod <td>9 a.m. <td>29.91 <td>87 <th>68</th> <th>NE</th> <th>0</th> </td></td></td>	9 a.m. <td>29.91 <td>87 <th>68</th> <th>NE</th> <th>0</th> </td></td>	29.91 <td>87 <th>68</th> <th>NE</th> <th>0</th> </td>	87 <th>68</th> <th>NE</th> <th>0</th>	68	NE	0
Iloilo <td>10 a.m. <td>29.95 <td>83 <th>68</th> <th>NE</th> <th>0</th> </td></td></td>	10 a.m. <td>29.95 <td>83 <th>68</th> <th>NE</th> <th>0</th> </td></td>	29.95 <td>83 <th>68</th> <th>NE</th> <th>0</th> </td>	83 <th>68</th> <th>NE</th> <th>0</th>	68	NE	0
Cebu <td>10 a.m. <td>29.95 <td>83 <th>68</th> <th>NE</th> <th>0</th> </td></td></td>	10 a.m. <td>29.95 <td>83 <th>68</th> <th>NE</th> <th>0</th> </td></td>	29.95 <td>83 <th>68</th> <th>NE</th> <th>0</th> </td>	83 <th>68</th> <th>NE</th> <th>0</th>	68	NE	0
Labuan <td>10 a.m. <td>29.91 <td>80 <th>68</th> <th>NE</th> <th>0</th> </td></td></td>	10 a.m. <td>29.91 <td>80 <th>68</th> <th>NE</th> <th>0</th> </td></td>	29.91 <td>80 <th>68</th> <th>NE</th> <th>0</th> </td>	80 <th>68</th> <th>NE</th> <th>0</th>	68	NE	0

## October 21st, 1908, a.m.

Vladivostok	7 a.m.	30.08	43	93	0	b
Nemuro <td>8 a.m. <th>30.12</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	8 a.m. <th>30.12</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.12	41	93	0	b
Hakodate <td>10 a.m. <th>30.21</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	10 a.m. <th>30.21</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.21	41	93	0	b
Tokyo <td>11 a.m. <th>30.22</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	11 a.m. <th>30.22</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.22	41	93	0	b
Kobe <td>11 a.m. <th>30.11</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	11 a.m. <th>30.11</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.11	41	93	0	b
Nagasaki <td>11 a.m. <th>30.03</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	11 a.m. <th>30.03</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.03	41	93	0	b
Kagoshima <td>11 a.m. <th>30.03</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	11 a.m. <th>30.03</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.03	41	93	0	b
Oshima <td>11 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	11 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.01	41	93	0	b
Naha <td>11 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	11 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.01	41	93	0	b
Ishigakijima <td>10 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	10 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.01	41	93	0	b
Bonin Is. <td>10 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th> </td>	10 a.m. <th>30.01</th> <th>41</th> <th>93</th> <th>0</th> <th>b</th>	30.01	41	93	0	b
Choshi <td>9 a.m. <th>30.10</th> <th>40</th> <th>93</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.10</th> <th>40</th> <th>93</th> <th>0</th> <th>b</th>	30.10	40	93	0	b
Wakatsu <td>9 a.m. <th>30.15</th> <th>40</th> <th>93</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.15</th> <th>40</th> <th>93</th> <th>0</th> <th>b</th>	30.15	40	93	0	b
Choshi <td>9 a.m. <th>30.15</th> <th>40</th> <th>93</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.15</th> <th>40</th> <th>93</th> <th>0</th> <th>b</th>	30.15	40	93	0	b
Hankow <td>9 a.m. <th>30.11</th> <th>66</th> <th>95</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.11</th> <th>66</th> <th>95</th> <th>0</th> <th>b</th>	30.11	66	95	0	b
Kiukang <td>9 a.m. <th>30.11</th> <th>66</th> <th>95</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.11</th> <th>66</th> <th>95</th> <th>0</th> <th>b</th>	30.11	66	95	0	b
Shanghai <td>9 a.m. <th>30.12</th> <th>71</th> <th>95</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.12</th> <th>71</th> <th>95</th> <th>0</th> <th>b</th>	30.12	71	95	0	b
Swatow <td>9 a.m. <th>30.04</th> <th>74</th> <th>95</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.04</th> <th>74</th> <th>95</th> <th>0</th> <th>b</th>	30.04	74	95	0	b
Guangzhou <td>9 a.m. <th>30.04</th> <th>74</th> <th>95</th> <th>0</th> <th>b</th> </td>	9 a.m. <th>30.04</th> <th>74</th> <th>95</th> <th>0</th> <th>b</th>	30.04	74	95	0	b
Amoy <td>9 a.m. <th>30.02</th> <th>73</th> <th>95</th></td>	9 a.m. <th>30.02</th> <th>73</th> <th>95</th>	30.02	73	95		



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**DIVIDENDS PAYABLE:—**

<b>Canton Insurance Company, Limited .....</b>	<b>\$14</b>	<b>23rd October</b>
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